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 25X1A9a

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30 July 1958

I/AR Contribution to OCI Periodic Requirements List (PRL) - USSR
 and European Satellites - for 1 September to 31 December 1958

REF : St/I Office Notice 182

Following is a list of the revisions of the OCI Periodic Requirements List (PRL) USSR and European Satellites - for 1 September to 31 December 1958:

URSRB. Air

1. Soviet Heavy Bombers: (1) The BISON four-engine jet heavy bomber was first displayed in Moscow in 1954 and the BEAR turboprop heavy bomber in 1955. Combined production of the two aircraft is estimated to be only about 140-150 aircraft as of mid-1958. Production of the BEAR is believed to have ceased by early 1957 and production of the BISON currently appears virtually to have ceased. Information is needed on possible continued production, movements and introduction into units of these aircraft. (2) A number of reports of varying reliability indicate that the Soviets may be developing a new high-performance heavy bomber. Attention should be directed to unusual technical characteristics, especially the propulsion system. Information is needed on production, testing, movement and introduction into operational units. (S)

2. Soviet Twin-engine Jet Medium Bomber: BADGER - Still being introduced into operational units. Information is needed as to whether these BADGERS represent new or modified aircraft and, particularly, if they appear to be modified as tanker aircraft. Information also needed on introduction into units other than those of the Long Range Air Force. (S)

3. Light Bombers: Information is needed on possible production and introduction into units of new-type light bombers including KLOWLAMP and BACKFIN.

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4. All Weather Interceptor: It is considered probable that the Soviets are engaged in some stage of production activity on a new all-weather interceptor. This aircraft, probably designated the YAK-27, has been reported since 1956 but has not been sighted by western observers. Information is needed on series or prototype production of this aircraft and its introduction into units. (S)

5. New Attack Aircraft: Foreign visitors to the 1956 Air Show were also shown a static display of aircraft which included two new attack aircraft, both described as very crude in appearance. A twin-jet ground attack aircraft, since designated BRAINY, was described as similar to but larger than the USAF B-26, with slightly swept wings and four-inch rockets mounted under each wing. (S)

6. New Supersonic Fighters: Two new families of fighters, including both swept-wing and delta-wing aircraft were displayed in the 1956 Air Show. Since that date none of these aircraft have been sighted by western observers.

The smaller delta-wing with pointed wing tips was designated Fishbed A and the clipped wing version of the same aircraft, Fishbed B. These aircraft were characterized by extensive use of wing fences. The swept-wing version of this fighter, designated Faceplate, has no wing fences.

The larger, more advanced, delta-wing fighter, designated Fishpot had no wing fences visible. The swept wing version of this aircraft, designated Fitter, has two wing fences on each wing.

There is no firm information concerning which of these aircraft the Soviets intend to mass produce. Information on Soviet production intentions, testing, actual production of these aircraft, and their introduction into units is needed. (S)

7. Other Fighters: The first line Soviet fighters Fresco (MIG-17), and Farmer (MIG-19) are being phased out of production. Accurate information on the phase out of production of these jet fighters is needed.

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8. New Transports: (1) CAMP - A twin-turboprop assault transport, designated CAMP (AN-8), was displayed in the 1956 Air Show. Although it has not appeared in numbers since then, a model of an AN-8 with a different fuselage currently is on display at the Brussels' World Fair. Information is needed which will clarify which model may be going into production. Information also is needed on actual production and introduction into service. (2) CAMEL - the twin-jet CAMEL has been in service on Aeroflot lines since 1956 and also now flies on international routes. Information is needed on the number now in service with Aeroflot and with the military. Information also is needed on production of this aircraft. (3) CAT - at least three different versions of the CAT (AN-10) have been reported since this aircraft first was displayed at Moscow/Vnukovo Airfield in July 1957. The AN-10A reportedly is a 100 passenger version and the AN-16 is a 130 passenger version. Information is needed on production and introduction into service. (4) COOKER (Tu-110) - this four-engine jet transport has been derived from the older twin-engine jet CAMEL. Although first displayed to the public at Moscow/Vnukovo Airfield in July 1957, the aircraft has not been seen in numbers. Information is needed on possible production and introduction into service. (5) COOT (Il-18) - this four-engine turboprop transport was displayed for the first time at Moscow/Vnukovo Airfield in July 1957 and is believed currently to be in series production. Information is needed on possible variants of the aircraft, production, and introduction into service with Aeroflot or the military. (6) CLEAT - the existence of the CLEAT (Tu-114) first was confirmed by photos in the Soviet press on 3 November 1957. The aircraft, a very large four-engine turboprop, apparently has been derived from the BEAR heavy bomber. Two versions, the Tu-114 and the Tu-114D, have been shown since November 1957. The latter aircraft in appearance is very similar to the BEAR and apparently has a small passenger capacity. The Tu-114, although probably derived from the BEAR, has a larger fuselage and can carry from 120 to 220 passengers. Information is needed on possible production of one or more of these models and on introduction into service. (7) CLOUD (AN-14) - this short haul, twin-engine piston transport completed its first test flight in March 1958 and is believed to be scheduled for series production. Information is needed on production and introduction into service. (8)

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9. Helicopters: Information is needed on the production site of the Hock (Mi-6) helicopter which was first observed in late 1957. Information is also desired on the production site of the small KA-18 (HOG), which the Soviets have stated will enter mass production at an early date.

Intelligence concerning production of the Horse (YAK-25) remains obscure. Only a few of these helicopters have been observed since it was first sighted in the 1955 Air Show. Information concerning both production and the production site of these helicopters is needed. (C)

10. Aerial Refueling: Information is needed on Soviet development of aerial refueling techniques and equipment including the development of new tanker aircraft and/or the modification of known aircraft such as the BISON, BADGER and the BEAR for tanker use. (S)

11. Unidentified Aircraft: In June 1958 an unidentified aircraft of double delta configuration was seen flying near Rzhevskoye Airfield. The aircraft was moving very rapidly and, although no engines were seen, the sound seemed to be that of a standard jet engine. The size of the aircraft was estimated tentatively to be slightly smaller than that of BACKFIN. Further description of the aircraft is needed. Information also is needed on testing, possible production, and introduction into units. (S)

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